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The Greatest Device Ever Invented for Automobiles—**GILSON PRIMER AND GASOLINE SAVER.** We guarantee you 25 per cent saving on Gasoline, give you more mileage or money refunded. **MORE POWER, MORE MILEAGE LESS GASOLINE GUARANTEED.** THOUSANDS now in use.

## WARNING:

To users, sellers and makers of Automobile Primers and Gas Savers.

We, the undersigned sole owners of Basic Patent No. 915,399, issued March 16th, 1909, hereby notify all users, sellers and makers of devices that infringe on above patent will be prosecuted by law.

(Signed) **COPPOCK & GILSON,**  
1407 N. Illinois St., Indianapolis, owners of patent and sole manufacturers of Gilson Primer and Gas Savers.

Note. Any device that carries priming fluid or air (hot or cold) into the manifold between the carburetor and the cylinders is an infringement on the above named patent.

**PRICE COMPLETE** including installation, \$15.00. Call, write or phone for demonstration. Remember we **GUARANTEE A SAVING** of 25%.

## RACE & GRAY

AGENTS.

2083 Washington Avenue, Ogden, Utah.

We have them in stock and can install in about thirty minutes.

## AUTOMOBILE NEWS

### MUFFLER CUT OUT IS UNNECESSARY

George W. Dunham, vice president and consulting engineer of a motor company, is strongly opposed to the use of the muffler cutout on motor cars.

"Despite all the controversy to the contrary, a cutout on the average up-to-date automobile is unnecessary," says Dunham. "The use of a well designed and properly proportioned muffler on the modern automobile motor should not result in an appreciable loss of power. By 'appreciable' loss of power is meant a sufficient loss as to be practically noticeable. A motor may be tested by means of certain scientific apparatus and the slightest variation in adjustment or equipment will cause a variation in its performance, but when mounted on a car there is a certain range of variation which may occur without being discernible.

"Theoretically the muffler will reduce the power of a motor somewhat, but if properly proportioned the amount that is lost is so small that it cannot be detected by the mere driving of the car. If there is no appreciable loss of power when the muffler is new, there should be no variation in this condition later on.

"In the past, to many makers the muffler was a sort of mysterious proposition, but this condition is less noticeable today, with the result that the waste of gases may be carried away from the motor without noise or any discernible loss of power.

"I read an article recently where, aside from the claim of loss of power, being made, arguments in favor of the cutout for signaling purposes, and to ascertain if the motor is operating properly were advanced. Employed as a signal, the cutout is particularly obnoxious, and in most large cities its use is prohibited by law. As for a cutout being necessary to detect the condition of the motor, undoubtedly the 'feel' of the motor is a much better indication as one drives along the road. If the car is standing still and one is working under the bonnet, the exhaust can be heard from this position sufficiently well for all practical purposes, even on cars most sufficiently muffled."

#### PIONEER AUTO BUILDER

TO COME HERE ON TOUR  
Elwood Haynes, father of the American-built automobile, president of the Haynes Automobile company of Kokomo, Ind., after deliberating for several weeks, has signified his intention of being a passenger in one of the two Haynes 1914 models which will play

a prominent part in the big Indianapolis-Pacific pilgrimage of the Hoosier State motorists, which is scheduled to leave Indianapolis on July 1st.

News to this effect was received here yesterday.

The latter's decision to participate personally in the transcontinental journey, which is to be a pathfinding trip for the proposed ocean-to-ocean rock highway, came only after weeks of thought upon the matter. Besides taking an active part in the management of an automobile company, Haynes is closely associated with several other large enterprises that make heavy demands upon his time.

### MADE TRIP IN HIS PRAIRIE SCHOONER

H. B. Joy, president of the Packard Motor Car company, has just completed a motoring trip from Detroit to Omaha and return in the interest of the Ocean to Ocean Highway project with which he is prominently identified. The tour was made for the purpose of obtaining a preliminary survey of the northern and southern routes across Illinois and Iowa.

Both routes were thoroughly covered on this trip, which developed points in favor of each. The road between Iowa City and Davenport, for example, is one of the finest stretches of improved highway to be found in the country. The northern route, however, is less hilly and touches a greater number of good-sized towns. Joy was particularly impressed by the fact that within a few hours after several days of rain in Iowa the farmers of that state had scraped several hundred miles of the roadway, making use of the King drag. This is a simple and effective method of improving a dirt road.

The crying need for legible signs marking the transcontinental highways at forks and crossroads was apparent. In many localities the scarcity of signs makes touring most difficult for the motorist who has never been over the ground. As an example of what may be accomplished, attention was called to what is known as the "White Polo Route" across Iowa. This trail, throughout its entire length, is marked by wide, white bands on the telegraph and telephone poles. The result is the motorist has constant assurance that he is on the right road.

The trip was made in Joy's "prairie schooner," with a special body designed by himself for use as a camp car. It is fitted with an alcohol stove, electric lights, sleeping bags and a complete equipment which

makes camp life a luxury.

Joy was so impressed by the interest shown through the middle west in the plans for a transcontinental highway that he will start shortly in his car and extend his observations to the Pacific coast.

The ocean-to-ocean highway project was launched by Carl G. Fisher of Indianapolis, who is responsible for the Indianapolis Speedway.

### PUNCTURES ARE SEALED BY FLUID

Many inventions have been introduced aimed to eliminate the annoyances and delays through punctures, but never has anything met with such instant success as a preparation that is just being turned over to the motorists.

It is not a tire filler. It is a liquid preparation which adds less than eight pounds to the weight of the largest touring car. It does not solidify, but rushes into and seals punctures the instant it is made. It is claimed that it adds to the life of a tire by eliminating much friction heat and prevents rim cuts and blowouts by keeping the air pressure at a certain poundage.

Convincing demonstrations of the value of the fluid were made by driving a 30 penny nail into a perfectly good tire and showing how the hole was immediately sealed.

#### NATURAL GAS AS AUTO FUEL.

Natural gas as fuel for automobiles is being experimented with in West Virginia, where the largest gas wells in America are located. "These experiments are of vital importance to the automobile industry," says W. H. Reid. "Needless to say, the price of gasoline has become almost prohibitive, and for several years chemists have been experimenting with carburetors and engines for use in internal combustion motors. So far the result is problematical.

#### UTAH BREAKS COAL RECORD.

Statement issued by United States Geological Survey Shows Production for 1912 Valued at Over \$5,000,000.

The production of coal in Utah in 1912 reached the record figure of 3,016,149 short tons, valued at \$5,046,451, and increase, according to Edward W. Parker, of the United States Geological Survey, of 502,974 tons over the output of 1911.

The coal fields of Utah are important and are widely distributed over the state. The areas known to contain workable beds of coal aggregate more than 8,000,000 acres. In addition to which there are about 1,250,000 acres which may contain workable coal. The largest and commercially the most important coal field in Utah is that of the great Uinta Basin, which lies parallel with and along the south side of the Uinta Mountains. The field extends from Crested Butte, about one-third of the way across Colorado, on the east, to the western part of Carbon and Emery counties, Utah, on the west. In Utah this basin underlies large portions of Uinta, Wasatch and Carbon counties, its southern border being in Grand and Emery counties. The most important coal field in the southern rim of the basin is the Book Cliffs of western Colorado and eastern Utah. From this fact the productive area in Utah is generally known as the Book Cliffs field. The principal mining operations are carried on in Carbon county, more than 85 per cent of the production of the state being from that county.

A large field in the southern part of the state underlies considerable portions of Garfield, Kane, and Iron counties and a small area in the eastern part of Washington county. This field has not been developed on a commercial scale, as it is not at present reached by any railroad, and has been opened only for small local consumption. A small area in Summit county, in the northern part of the state, known as the Coalville field, while being only a few miles in extent in Utah, has been commercially developed, as it is convenient to the markets of Ogden and Salt Lake City, yielding more than 100,000 tons annually. There are several other small coal areas in San Pete, Sevier, and Wayne counties.

**Increased Production of 20 Per Cent.**  
The coal production of Utah reached a total exceeding 3,000,000 tons for the first time in 1912. The increase in 1912 over 1911 was 502,974 short tons, or 20 per cent. The value gained \$797,785, of 18.3 per cent. The increased production in 1912 is attributed to activity among the metalliferous mines and related industries and to generally prosperous conditions throughout the state. The increased consumption of fuel oil in some of the territory reached by Utah coal, particularly in California and western Nevada, has taken away some of the markets, but this loss has been made up by the demand from other consumers. Requirements from the transportation companies have been an important factor in the trade, and to this has been added extensive improvements by the Denver & Rio Grande railroad, over which most of the product is shipped, including additional equipment which will materially reduce complaints of car shortage and other inadequate facilities. Operators reported a scarcity of labor in 1912 due to the exodus of foreign miners to the Balkan war, but the returns to the Survey nevertheless show an increase of 19 per cent in the number of mine workers in 1912 over 1911. The total number of men employed in 1912 was 3,328 against 3,060 during the preceding year. The average working time increased from 236 days to 285 days.

**High Efficiency of Utah Mines.**  
Although by far the larger part of Utah's production is mined by hand and a relatively small quantity is undercut by machines, the efficiency record of the miners averages with the highest among the states. In 1912 the average production per man employed was 906 tons, with a daily average record of 318 tons. In 1911 the yearly average per man was 821 tons and the daily average 348 tons. The statistics for 1912 show that 92 per cent of the total output was mined by hand. The quantity of coal shot off the solid was only 31,392 tons, or 3 per cent of the total.

No strikes or other labor troubles were reported in the mines of Utah during 1912. In 1911 there was only one instance of dissatisfaction and in that the miners were idle for but three days. Practically all the mines

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They won't be happy  
till they get it. It's  
the true health food  
beverage for the  
whole family—serve  
with meals or between  
meals.

"Better by test  
than all the rest"

Becker Brewing & Malting Co.  
Ogden, Utah.

Order from your local dealer.

in the state are worked eight hours a day.  
**Eighteen Fatalities During 1912.**  
The reports of the United States Bureau of Mines show that there were 18 fatal accidents in the coal mines of Utah in 1912, an increase of 4 over 1911, none of which were due to explosions of gas or dust.

#### TO PLAY OFF TIE.

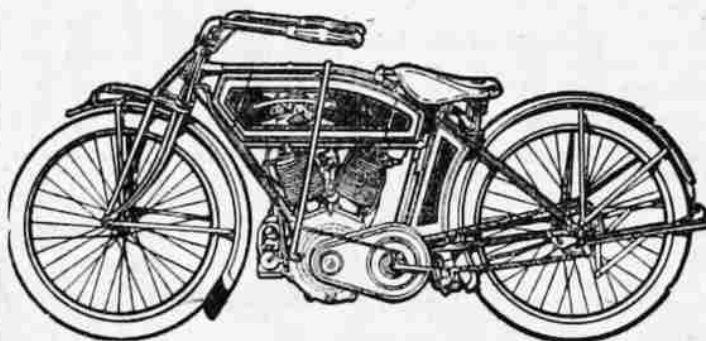
New York, June 21.—Harvard and Yale men flocked to New York today from New London for the final test of athletic forces of the two universities for the season on the ball diamond of Ebbetts Field, Brooklyn. It was the play-off of a tie effected at Cambridge

Wednesday when Harvard defeated Yale by a score of 4 to 3 in a fourteen inning struggle after Yale had won the opening game of the series in New Haven on Tuesday by a score of 2 to 0.

#### TRIAL OF MRS. EVANS.

Sioux Falls, S. D., June 21.—The trial of Mrs. Mae Evans, accused of murdering Dr. Lochhart Moore, of the faculty of the South Dakota Agricultural college, in a Sioux Falls rooming house May 26 last will begin Monday. After shooting Moore, Mrs. Evans is accused of trying to end her own life by shooting. The trial promises to be sensational.

## 1913 EXCELSIOR TWIN



Fastest and most powerful Motor made. Holds all World's Records from one to one hundred miles. One mile in 36 seconds, made January 7, 1913.

**SPEED, POWER AND COMFORT**—Don't take the other fellow's dust.

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Reinforced airless tires. No rim cuts. No punctures. No blowouts. Life of casings doubled. Expert repairing. Auto tires and supplies. Vulcanizing.

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The Wheel of International Fame gives better service and is the most durable bicycle on the market.

We are agents for the well-known Crown—Cleveland—Harvard Bicycles.

On your fishing trips, let us supply you with fishing-tackle—Everything for the sportsman.

**H. C. HANSEN & CO.**

### QUERY, WHERE DO STYLES COME FROM? ANSWER, SANTARIUM'S PADDED CELL



The present day prevalence of unique and unusual conceits in women's clothes seems to have elicited a degree of candid and caustic comment from persons unable to see the beauty of these new creations. It is our aim and hope to inspire a true appreciation of these latest triumphs of the dressmaker's art and to disabuse as many as possible of the notion that the female garb today is but a decadence of the wardrobe of a circus clown. The accompanying illustrations will serve to give an idea of the styles we have in mind and before going further we urge the reader to scrutinize or look at the pictures herewith presented. They were all prepared, we assure you, with a conscientious regard for detail and an effort to show in the most favorable light the subtle charm and high artistic merit of midday's clothes today. Inspect them closely.

After having carefully looked over the illustrations referred to there may still be some who remain unconvinced that the present feminine habilliment is a joy forever. They will deny that there is anything beautiful at all about them. They will find fault at them, ridicule them and probably say something such as they would like to catch their wife or daughter in one of them. A person of this sort is hopeless. Once set in their opinion that these newer costumes are unlovely to view it is impossible to convince them of their error.

There is a popular notion extant that these new styles for women are designed by drivelling idiots. This is not true. It is a fact that these designers are for the most part segregated in state institutions with padded cells, but this is only that they may be quite free from distractions and able to apply themselves to their work uninterrupted. Great genius of the beautiful will not be disturbed by these invidious accusations and will not be disturbed by these invidious accusations and will continue to find delight in standing on the corner and watching the swell clothes pass by.

(A moving picture actress in Chicago receives on an average one proposal a day. They come from every section of the globe, where she appears in moving pictures. She recently received a proposal from a German country.—Daily paper.) Oh, she's a charming and winsome miss.

Dainty and sweet—about fifteen.  
Fair as the flowers the June winds kiss;  
A lovely vision on a screen.

When first she fluttered on my raptured sight,  
My heart beat wildly and I said:  
"Tis she of whom I've dreamed, an angel quite."  
I wrote a letter and it read:

"Dear heart, I love thee with a tenderness  
Beyond all human power to say,  
I'm longing, longing for thy fond caress;  
Oh, say thou'lt be mine own, for aye!"

For that sweet girl's reply I waited long;  
At last one cold, dark day it came.  
"Dear sir," it read, "your tender, heartfelt song  
Makes Burns and Shelley seem quite tame."

"However, one Dutch prince did ask today  
My hand; a castle on the Rhine  
He promised if with him I'd run away.  
He said he'd die should I decline."

"Another chap, a Gotham millionaire,  
Died of me to be his wife.  
With groans and streaming eyes he did declare,  
Should I decline he'd take his life."

"Proposals by the dozen clog my mail;  
Scores beg to send me diamond rings;  
Each day I hear anew Love's tender tale;  
Sometimes it even comes from kings."

"In view of all these offers I suppose I need not talk about your chance, sir."



### FOOTLIGHTS LURE



Sarah Truax as "Justice" in suffrage pageant.

Sarah Truax, the beautiful suffragette, who made such a hit as "Justice" in the great suffrage pageant in New York early last month, has decided to go back to the stage. Her meteoric rise a few years ago was cut short by her marriage and retirement. The lure of the footlights has proved too strong, however, and she has succumbed. Next season she will be seen in "The Garden of Allah," in which she will play the heroine, Domini.



### NO MORE "FORDS" UNTIL AUGUST

Ford Motor Company has notified all dealers that no more orders will be accepted until August 1st; their entire output being sold up to that date.

We were lucky in getting two carloads this week and have one more carload due next week. This will be ALL for us until after the above date.

Trust all prospective buyers will take advantage of the immediate delivery we can make and save disappointment and delay later on.

**JAMES AUTOMOBILE CO.**

2612-14 Washington Avenue.

OGDEN, UTAH.